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T H E

Edinburgh Paradise Regain'd,

O R

THE City set at Liberty, to propagate and improve her Trade and Commerce.

BEING a curious Disertation thereon, and discovery of the Disease that obstructs the growth and progress thereof.

AND an effectual remedy and cure therefor, by redressing and removing her grievances.

Ablata causa tolletur effectus.

THE City standing on a hill, set on a plain.

AN inland City immediately commence a maritime one, so as to join, and communicate, with the most navigable river in all Britain.

THE City beautified and adorned, for the more commodious entertainment of our patriot Nobility and Gentry, and inviting them to frequent their own Metropolis, as before the incorporate Union.

AND all this done in a frugal, surprisingly cheap and far more easy way, than hitherto has been proposed, or probably ever will be, yea is done for nothing, in regard of the profit and gain of some Thousands of pounds annually, that attends this method; as is clearly made appear in the following pages of this Essay; and in some cases for less than nothing, in regard of the saving Money, that otherways behoved necessarily to be expended.

By a Merchant-Citizen, long acquainted with the City's Account of Profit and Loss, both before and since the incorporate UNION.

Nil tam difficile quod non solertia vincat.

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Vol. I.

Part I.

Classical Antiquities

By the Rev. J. G. Frazer

Esq.

Secretary to the Museum

London

1857

Part II.

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Secretary to the Museum

London

1857



HUMBLY INSCRIBED,

To the Right Honourable the Lord Provost, Magistrates, Conveener and Deacons of Crafts, and remanent Members of the Honourable Council of Edinburgh, and the whole Citizens whom they represent :

The Right Honourable Lords of his Majesty's Council and Session, Faculty of Advocates, and whole Members of the College of Justice.

And to all loving Patriots of the nobility and gentry, and select Society for encouragement of Arts and Sciences, and discoverers of new and profitable Inventions, all who are inclined to frequent their antient North Metropolis, and to honour her with their Residence.

For which this Essay is undertaken, to beautify and adorn, to render more convenient (like the ancient *Eden* her Name-mother), for their better accommodation.

But must say no more, being sensible, that pompous Professions and anticipation of curiosity, raises prejudice, and may be disadvantageous to an Essay of this nature; and on the other hand, modesty may be mistaken for diffidency; but reason and candour will not proceed to judge, before examination; and, however favourite it may be, yet shall not paternal partiality presume to breathe one discontented murmur at their sentence, when wrong conceived prejudice and acceptance of men's persons, that bane of right judgment, stands aloof.

As this Structure is raised upon the commercial System, whose chief principle is profit and gain, for Money is the sinews of Agriculture or Architecture, as well as War; so the foundation being laid here at first, the building will stand the better, *stabit opus melius si bene fixa basis*, in order to crown all at last, with pleasure, beauty, and ornament, according to the noble and genteel System; so that both noble Lords and Commons may have their choice, where to place or build their pleasant and profitable dwellings, on high or low ground, by land or water; and, if the execution of this design is found to answer the purity of the Intention, the kind acceptance and assistance of all their Honours, to whom it is above inscribed, is hoped for, by their Honours most obedient Servant, the Inscriber.

AS in the natural Body, the curing the disease, removing the pains, and administering good and wholesome nourishment, is, in the first place, necessary, to procure a solid and lasting constitution; and afterwards, the adorning and beautifying with the embellishments of Art, will be the more easy and becoming, so it is in the Body-politick, trading cities have their diseases to be cured, and grievances removed, and a good regimen observed in all time coming; for, whenever the former old custom is found out to be detrimental, it ought to be laid aside, tho' of never so ancient or long standing.

Now to find out and discover the diseases and grievances that so afflict our Mother City, and effectually to cure, by removing the cause, and redressing her grievances, the bad consequences and effects will instantly cease, and the body grow and increase, to inherit the blessing pronounced at the beginning to the two first Parents of mankind, *Be fruitful and multiply and replenish the place.*

And seeing in these proposals, lately published in print for improving and adorning the City, the North Metropolis of Great Britain, for the honour of the whole incorporation, there is no notice taken of the old wasting disease she labours under, nor Essay to deliver her therefrom: Therefore shall here endeavour to find out the cause of our dear Mother's languishing condition, and then to essay a proper and an effectual cure and remedy; the cause being removed, the healing remedy will naturally take place, and add life and vigour to the improvements of Art, which we shall endeavour to do as clearly and demonstratively as the nature of the thing will admit of, and as has been the observation of Citizen and Trader therein, for more than half a century; and if what is here laid down shall be useful and acceptable to his neighbour Citizens in the place of his nativity and constant residence, he will have his reward.

Albeit the City of *Edinburgh* be of such a situation, as represented in a late Pamphlet, which admits of but one easy access, and that from East to West; yet is such a situation as makes it partake of the most salubrious part of the Atmosphere, being neither too high nor too low, but in the middle region thereof, and the more sharp descent on both sides, contribute to make the Streets more clean by the more

more sharp current of the water therefrom, than it were standing on a dead level, as some Cities do; and considering also the method, in a late printed plan, set on foot for more to keep the Streets clean, and prevent the throwing over the windows, than ever hitherto has been done; but is too long here to insert, and may be had by itself at the Shops. And the proposed new Street to Leith, joyning Leith and Edinburgh in one City as it were, will make the City for all sorts of carriages, as accessible as it were standing on a plain; and, with this additional advantage also, to be free of the damp, thick and unwholsome air, which attends low grounds, so is Mr *Fletcher's* objection fully answered; and, in place of a bad situation, proved to be as happy an one, as he observes London to be, and so become the principal cause of the glory and riches of Scotland, as London has been of England, (as he expresses.) And, it has been frequently observed, that very worthy and zealous Patriots, lovers of their Country, have been sometimes mistaken in their conjectures about futurities, through their anxious fears and jealousies: for instance, that worthy Patriot the late Lord Belhaven: Now, were his Lordship alive this day, how would he rejoice to see himself so agreeably undeceived, as to the consequences of the incorporate Union, of which he had so dreadful apprehensions in his time, would not he be well pleased to see his dream he told in the last *Scots* Parliament, with so much moving eloquence, interpreted by the conduct of All-wise Providence, in the direct reverse way, as most dreams are; and so proven to be no more than a real and proper dream, though the language of an honest Patriot's loving heart, filled with jealousy, the common disease of many ardent lover's hearts.

But that the incorporate Union of the two nations is the greatest temporal blessing that could happen to both nations, is too plain and obvious to be denied by any, excepting those amongst ourselves, who, for want of political knowledge, and the true interest of both nations, or those whose prejudices and wrong notions of government render obstinate and blind to all demonstration; but these unhappy persons we must leave to themselves, and let us congratulate the happy consequences of such Union, which has been on the growing hand ever since that happy *Æra*; so that it opens to us a glorious prospect of lasting tranquillity to latest posterity,

posterity, we still advancing in all dutiful love to our King and Country, may inherit the Blessing of the Supreme Ruler and Governour of Kingdoms and Nations.

But although the benefit of the said Union are sensibly felt by all the trading Cities in Great Britain, yet the City of Edinburgh enjoys less thereof proportionally, than any other City in the whole united kingdom, and far less than might be reasonably expected, for our northern Metropolis. And here it is to be observed, That there is a disease that yet cleaves to her, preys on her vitals, macerates her body, and stops her growth, both in breadth and length, vastly disproportionally to her other Sister Cities, either in Britain or Ireland: And had it not been for this disease, and for misconduct in her diet, she might have equalled, at least, her Sister Dublin in Ireland, and exceeded her also both in breadth and length, as she does all others in her height and stately port; and it is to be observed, that none of her other Sisters have such unwholsome food, crammed down their throats, as she is daily obliged to put up with.

That there is such an old inveterate disease, lurking at the root of our harbour, like a gnawing canker-worm, is evident by the obstruction of the nourishing sap, which would naturally flow and arise from the manure our soil has received these fifty six years bygone; so to find out the cause, and remove the same, its malevolent influence will cease, and administering wholesome food for the future, is well worth all our enquiry and pains, and also to show some preidents of curing the same disease in other patients, who have been cured by the same method of Procedure, and indulge a few comfortable reflexions, on the benefits that will arise to the City and Inhabitants thereof, by following out the Plan of these Proposals offered to their consideration in the following Essay, that some more weight and power may be added, to elevate the Scale for compleating the glorious fabrick of our Metropolis.

That this disease has such effect upon this City, as incapacitates and dispirits her trading Inhabitants is too evident to be denied, For if we look but a little about us, go but to Newcastle upon Tyne, or a little westward to Kendal, Whitehaven, Liverpool, Manchester, or such like in South-Britain, to Dumfries, Glasgow, Aberdeen, or such like in North-

North-Britain; yea, the petty town of Dalkeith our door-neighbour. From these places you will see carravans of Carriers with pack horses, waggons, &c. with all sorts of merchandize sent from their Shops and Warehouses, to furnish the inland Country Market-Towns, and Gentlemen's houses, with Goods and Merchandize, their roads thronged with such carriages; but nothing like that from our merchants Shops in Edinburgh. Yea all sorts of Merchant-goods are more easily and plentifully found in the private out-ports and inland Country Towns and Markets round about, than in the City of Edinburgh; the reason thereof is plainly this, That the Merchant-dealers up and down the Kingdom, are more shy, and less willing, yea altogether decline to deal with the Merchant Shop-keepers in Edinburgh: Because, That there is a Wall surrounding the City, and Revenue-Officers and Waiters stationed at all the Gates and Entries of the City Night and Day, as a Court of Inquisition, to create them trouble, tho' never so innocent, to stop, detain and seize their goods at their pleasure, which is not so done in any City, Town or Corporation, in all Britain; and these Waiters are suffered and authorised at the Gates, to unload, open and search, Trunk, Box, Pack, Sack, or Creel, or other Package, yea search the very Pockets of the Entrants of the gates; and if they find the least difference in the quality or quantity mentioned in the permits or clearances, or time of arrival, to detain or seize at their pleasure: For it is very easy to find fault here, by those who act for themselves, as they say, as well as for his Majesty; or, if the goods have no permit at all, because not needful in any other place, they bring their goods to, except Edinburgh, they do not mind that partiality practised in Edinburgh, until the goods be actually seized; so that in all time coming, they rather chuse to go by that place, For tho' the goods have been lawfully imported, and paid all duties, yet they may not know, having bought them from the importer, or others, without such questions asked, having no need for permits, to carry to the country they deal in; or, it being long after their entry, they cannot depone on the identity of the goods, and a great many other circumstances, and so can procure no permits, nor is it needful to have permits with such land carriage goods, as are stopt at the gates of Edinburgh, but at no where else. And at last, tho' the goods

goods so seized may be recovered upon trial, before the Court of Exchequer, yet it is attended with such trouble, expence, and on-waiting, as is a caution to them, how they deal with the merchants of Edinburgh, or inhabitants there in time coming: This inclines them to trade and deal with any other in the country round, than with the Citizens of Edinburgh, yea to sell their goods cheaper in the country to dealers there, than to the city, where trade is so much straitened and fettered.

The bad effects this has on the city's trade, with respect to her foreign trade, imported and consumed in the city, which we call her *passive* trade (as for her active trade, we shall treat of it afterwards). And it is this, that, when our nobility, gentry, lawyers, &c. come to winter in the city, or to attend the Sessions, summer or winter, they decline to deal with the merchant shop-keepers in the city, for furnishing their families while in town, or at their removing to the country again, because, that all sorts of foreign goods are more readily had in the country where they come from, or go to, and bring in to the city with their own furniture and equipage, and these goods, whether entered and paying duty or not, or even altogether prohibited; yet, as belonging to them, the waiters at the Ports stand in awe to meddle with, for fear of further trouble; but, if belonging to a merchant-inhabitant, they, for want of a permit, or if the same be run out, for a day, or some one small circumstance or another, and that for their own interest, as well as his Majesty's, they are stopped and seized, to stand a chargeable Exchequer-trial; so that trade is forced into another channel, than through Edinburgh.

Now, ought there to be such partiality or inequality practised towards the city of Edinburgh alone, in respect of liberty, free and uninterrupted egress and ingress, or more or less to one trading city than to another, especially to the metropolis of a country, which pays the greatest share of the public burdens, for so much free and uninterrupted access as a city, fair, or market hath; so much is the liberty, privilege and freedom of that city, fair or market, and this freedom have all the trading cities in Great Britain, Edinburgh only excepted, as said is; for London, Bristol, York, Newcastle, nor any other in South Britain, nor Glasgow,

Glasgow, Stirling, Perth, Aberdeen, nor any in all North Britain, none of them have waiters stationed at their gates or entries, only Edinburgh is shut up, and garrisoned this way, to stand out against trade, as it were an enemy.

Now having laid open the disease in its cause, and the bad effects thereof on the *passive* trade of the city, we shall now treat of the far worse effects it has on the more valuable part, *viz.* That which is her *active* transportation trade, a trade which enriches states, and is the glory of the British nation with respect to trade, a trade which raised Holland out of her fens and marishes, and filled her full of cities, and numerous inhabitants, a trade that hath no end but is constantly circulating and increasing, *vires aquirunt eundo*, and, at every revolution, leaves a balance to augment the stock, never wastes, consumes or turns into dung at last, as the bare passive trade does. Now, of this best part of trade, Edinburgh is deprived; for, will the merchants in the kingdom chuse to let their goods pass in this channel, where they must go through the heccle-pins of the inquisition kept at the ports of Edinburgh, which is not so in any other part of the whole united kingdom; no surely, they will keep at a distance therefrom, so other hands are employed to fit their goods for export or transportation-trade, and carried to other ports for that purpose, and other shipping and hands employed, whereby our merchants, tradesmen, artificers, mariners, ship-owners, &c. are deprived of an equal share of the liberty of trade, and all this, by the consequences of that bad oeconomy of the city's being garrisoned with stone-walls, gates and bars, and custom-house officers stationed at them night and day, to deprive her of the liberty enjoyed by every other city.

Though not, in the least degree, to countenance the felonious practice of smuggling, which is the enemy of trade, and all lawful and honourable traders; but let the revenue officers behave in the city of Edinburgh, as they do in the cities of London, Bristol, York, Glasgow, Aberdeen, or any other city, or all the cities in the united kingdom, or Ireland, *and no otherwise*, and it will appear to be very unreasonable, that the inhabitants of Edinburgh should lye under any unequal pressure, and disadvantage of trade; for they being in the place where is the seat of the law respecting trade, as well as other matters, have greater opportu-

nities of knowing the real interest of trade, which is for the general and universal good of the country, and what is on the contrary hurtful and detrimental thereto, they heartily concur and fall in with the mind of the legislature, whose acts concerning trade, are all calculate for the general good and real interest of the country; nothing high rated are prohibite but what is hurtful and detrimental thereto. This every wise and knowing merchant easily sees; but those who are unskilful and novices do not comprehend, and the straitening these in the city, opens a door to those in the country, which runs them into these ruining smuggling practices, to their own ruin, and all lawful traders hurt and detriment. Not long ago, the sole privilege of importing and transporting foreign goods, belonged to the freemen inhabitants of royal burrows, but how it came to the out-ports, creeks, and country villages, shall not be here inquired into.

In the antient unhappy times, when trade was not so regarded, war, and the implements thereof, was the chief study and employment, then high walls, and strong gates, might have been necessary and useful; but now in these Halcyon days, and more happy times, the scene is changed, when all Great Britain is to be considered as one great city, incompassed round with one great broad navigable water-wall, and some hundreds of moving strong castles and forts thereon, better than those of immoveable stone and lime, and has proven a better wall to Britain than the wonderful Chinese wall to that empire, Adrian's or Severus's wall to us, or Edinburgh stone-wall to it, which brings to mind the inscription put on the Netherbow-port of Edinburgh by King James VI. being put on in large capital gold letters, was plainly to be read within these 50 years, though now quite worn out, *Aris excubio, non sic excubio nec circumstantia pila quam tutatur amor*, recommending thereby to us a better safeguard than stone-walls and shut gates, viz. a good and loving oeconomy within protects a city.

Having so far proceeded as to the disease, and the bad consequences thereof in a trading city, both as to active and passive concerns, shall now treat of the cure, and, considering her present low circumstances as to money-matters, to find out a cure that shall be very cheap, will certainly be very acceptable, and well-pleasing to all, all which we dis-

pair

pair not to do, by the equitable justice and favour of the best of governments we are now blessed with; for will ever such a father deny the request of his elder daughter Edina, when requesting only to be nourished in an equal manner with the youngest of her sisters? Surely no. Then shall our dear mother city be cured of that old macerating disease, which has so long depressed her growth, become the principal cause of the glory of North Britain, as London is of the South, as Mr Fletcher justly observes. Now,

The city of Edinburgh having part of her revenue in an impost on foreign liquors imported into the city, Leith, and Canongate, for sale, and the method of collecting it makes the taxmen who farm it from the city to keep waiters at all the entries to the city all day, and shut ports at night, so this furnished an occasion and example for the officers of the board of customs to keep their stations there also, which is not so done in any city in all Britain, as said is; for altho', before the union of the kingdoms, the gentlemen who farmed the customs of Scotland from the Scots parliament, kept their custom-house waiters, was, that all English goods by land-carriage, as well as by sea, were liable to pay custom at importation into Scotland; but, since the union, the case is quite altered, and ought to be laid aside in Edinburgh, as it is in all other places; yea it is in the citie's option to cast open their ports night and day, and take the gates off the hinges, and lay them by amongst their old lumber, and make a great many more entries and throughfairs into the city, or take down their wall altogether, as the city of Dublin did, and gave the stones thereof *gratis*, to any that built on the ground contiguous thereto; so that the city of Dublin is increased more than double in extent and inhabitants, and so consequentially in riches since that time, a recent enough example to us to do the same.

It is maintained, That Edinburgh loses much more insensibly in her trade, by her stone-wall, close ports, narrow and unfrequent entries, than all it could suffer by any other method of collecting and ascertaining the said impost; besides the way it is done by waiters at the ports, were it even by the way it is presently collected at Leith and Canongate, *viz.* by the oath of the dealers, or arbitration of neighbours as stent-masters, and considering the late act of parliament, laying the stock of all spirits, as to its increase and decrease, under

under the excise, whose officers keep account thereof, the dealers therein are more easily known, and the quantities they consume; and an abstract may be procured from them, as of the two penny ale duty or impost. And this for so much as concerns spirits in all enterable places. And the latter act anent the wine-licences, however it may do to ascertain the quantities, it will exhibit the dealers therein; and considering the waiters and overseers fees, and the balance that must go to the taxmen, when let to them, who, no doubt, must be gainers for their pains, there might be as much made of it this way, if not more: yea, suppose it amounted to less, yet the benefiting the city's trade in general, would far counter-balance that loss: and we have yet reserved another method of cure, whereby the city's revenue will not suffer any diminution, but will rather be greatly augmented and improv'd.

We shall now come, according to the method propos'd, to shew some precedents and examples how this deadness and obstruction of trade has been cured in other places, and the success there calls on us aloud to follow the same method. 1st, The city of London, which, in former times, had such a wall, shut ports at night, and waiters stationed at them all day, on account of their impost on wine and foreign liquors imported to the city as we have, and collected as we do; but they finding the hurt and detriment of collecting it so, and keeping up a wall, and shut ports, &c. they found favour with the government to get the city's impost collected in the different custom-houses, along with the duty of them at importation, whereupon they dismissed their waiters at their ports, and laid open their city to trade night and day, which liberty and freedom, has been one great mean of procuring so great an increase of that city's vast trade.

Yea, such was the favour of the government to their own metropolis in the South, that the city of London's impost being extended to all the wines and liquors imported into England, from Berwick, round by Dover and Bristol to Carlisle; so that the city's impost is paid along with the king's duty at all the different ports and custom-houses in South Britain. This, no doubt, is a good precedent for the city of Edinburgh to plead for the like favour, for the encouragement of the North Metropolis. Yea the city has a precedent

precedent of the government's favour this way, in the extension of the impost on ale, with respect to the two-pennies on the two-penny ale collected by the excise, according to their books, along with the excise on ale. As for the concurrence of our nobility and gentry, whom this extension of the wine-impost seems most to concern, when we behold their ardour and forwardness to contribute their endeavours so cheerfully in every thing that tends to the benefit of trade. And interest of their own metropolis, and to help her out of her rubbish, in rebuilding her old wastes: They will not be behind the nobility and gentry of England, who concurred with their Southern Metropolis in this very thing; and considering also, that this kindness and favourable concurrence would be an equivalent, as it were, for her loss of their company in their not frequenting the city as they did before the union, in attending the Scot's parliament's sitting in this city; and, it is very apparent, that, as the prosperity of the metropolis, either South or North, increaseth, so do the value of the land-estates proportionally arise around, far and near, as Mr Fletcher justly observes.

Now, supposing all the improvements to be effected, the city set at liberty to enjoy her lawful trade, as any other city in all Britain, without being controlled by waiters or pent up within walls, and shut gates, the city made more accessible south and north, as east and west, for all manner of carriages and passengers, and a broad fresh-water canal to join Leith and Edinburgh together, navigable for all manner of carriages and passengers, and all this done in an easy and surprisingly cheap manner, as shall be here afterwards clearly demonstrate; but, in the *interim*, let us a little indulge a few comfortable reflections on the benefits that will accrue to the city thereby.

Our citizen's trade no more unequally straitened, and in times of commotion, for security of all valuable effects, such as plate, money, banks, papers, public persons, ministers of state, &c. the strong castle of Edinburgh, is a securer assylum and repository, just at hand, than any wall whatever, and the merchants, up and down the kingdom, would no more turn away and be averse to deal with the citizens. The trade and demand from the country, and inland places, gentlemens seats in the country, and country-villages, would be in and from the city. The nasty north loch

loch turned into dry ground, and more usefully employed than to be a nuisance and shut gate to the city, as it has been. The city standing on a hill, by means of two new streets, set, for easiness of access, as it were on a plain, and Leith joined to Edinburgh as one city, and an inland city commence immediately a maritime one, and the city's impost ascertained and collected, as said is; the merchants would be under no such necessity to keep their liquors they deal in at such a distance from their dwelling-houses, and places of their own residence in the city on account of the city's impost, but have their cellars in Edinburgh near themselves; and so not to be obliged to travel a mile of way, for every small quantity they have to send to the country, whereby the greatest part of a day is spent, when half an hour or less may do the whole affair, and dispatch the business, or they are often necessitate to trust the keys of their cellars or ware-houses at Leith to others, when they cannot get attended themselves, all which inconveniencies would be removed, and the proposed benefits the more easily and comfortably enjoyed, and the low houses and cellars in Edinburgh be better possessed than when set to disorderly, poor, and insolvent tenants, who ought rather to dwell without the city, and the merchant inhabitants in the city have better opportunity to be always on the head of their own business. Neither would the city of Edinburgh be under any necessity to set the impost on foreign liquors to taxmen or farmers, whereby such a part of the public money turns into private use, as the said taxmen ought to have for their pains.

Another benefit that will accrue to the city, by this extension (although they lowered it to even the one-half, as the city of London did theirs, when extended to them) is, that it will bring in the dealers that way who live out of the city, that they may pick up the country-sale from the city, in that branch of business; because they pay no impost as the citizens do, tho' they live in the suburbs contiguous, and enjoy their trade by virtue of their propinquity, under the shadow of her benign influence; just so as the brewers of ale did on account of the two-pennies a-pint on ale, set up their breweries in the country villages round the city; but, on the parliament's favour to the city in extending it, they came in, and possessed all the breweries in the city, that

that formerly flood empty: And it may be a good argument with the parliament to grant the like extention of this city's impost, as they granted the city of London's, that whatever the said extention amounts to shall be allenarly applied to the carrying on and compleating the public works proposed here to be done, particularly the forementioned canal

Now, as was above proposed, to shew the best and cheapest way to accomplish the north-street and bridge, with the canal now proposed, as being the most profitable of all, not only as being able to defray its own charge, but to bring in a good deal of money to promote and further after-improvements that may occur in time coming, for the city's interest and honour, which, to demonstrate and set in a clear light, shall be the subject of the following essay.—So, to begin with the canal, though the last in order of performance, that the new north-street, when finished to the beginning of the canal, the canal will shew the usefulness of the said street more than ever; for these meeting together, work to one anothers hand conjunctly, and must not be separated. Now observe, at the beginning of Leith gravel-walk, on the east-side thereof, there is a great deep hollow piece of ground, from which, all days in the year, issues a current of water, which makes a channel for itself all the way to Leith; and nature has been pointing it out to us time out of mind, to form into a fresh water canal: Its course to Leith is made by pure uncultivate nature to our hand, all the way, only requiring a little assistance of art to polish it: Then, when it arrives at Leith, it takes its course west-ward, passing under the street, as we enter Leith, and falls into the fresh water river above Leith, below Bonytown-mills, where it voids all its water to no purpose or use, when it might be otherwise of most excellent use to keep up, and not let run waste. It would fill and constitute a most useful canal; for, instead of continuing its course west-ward, as said is, it might be continued still straight north, where there is an old channel, which was formerly there, when Leith was fortified in the days of Queen Mary, or Oliver Cromwell, the remains whereof is yet to be seen standing full of water yet to this day, at the east-side of South Leith kirk-yard, and the ground thereabout, and so may be carried on in that tract to the large open street or area near
the

the timber-bush, or entry to the weigh-house, or thereby; so could be formed an excellent and most useful canal of fresh water, brought down from Edinburgh at immense less charge and labour (if at all practicable) than bringing up a salt-water one to Edinburgh, and the one as useful as the other.

Now, the said fresh canal coming within 30 or 40 yards of the harbour, all sort of goods and merchandize landed on the shore, may be put on board of broad bottomed lighters or boats, of 30 or 50 tun burden, and set down again on the new street, which is from the middle of the city, the freight of those boats will be more easy than a Kinghorn or Burntisland one, which is stated at five or six shillings from Leith to these towns; then how much easier would all sorts of goods and merchandize be brought to the city, our carter and coachmen commence boatmen and porters, would have more certain and safe employment, their boats and lighters more easily maintained and upheld than coaches, carts, and horses; no expence for corn and hay, or loss by death of horses, a company or two of soldiers, in a few Summer-months, could easily cast and finish this canal, there being no obstruction of rocks, or great heights of earth to cut through, but the ground almost all level, with but a small descent, that by digging deepest where the ground is highest, and raising the banks where the ground is deepest, so as to keep in five or six feet of water all the way, will be sufficient, and being 30 yards in breadth, and the banks on each side about a dozen in their breadth.

There is an objection that some people make, particularly, Mr Maitland, when this was shewed him, when he was writing his History of Edinburgh, viz. Where is all this water that is to fill this canal, as broad as the high street of Edinburgh, five feet or two yards deep all the way, and more than a mile of length? it is answered, that in that very ground itself, stands always a full quantity of water, even in the Summer-time, to over-top the grass in some places of it. Now, remove the earth, where this sower grass grows, six feet deep, this ground will stand six feet deep of water, for the natural water and numerous springs in that place, which, as said is, voids 100 tuns of water every day, in ordinary weather, and in extraordinary runs in a spout,
into

into the fresh river between Bonetown-mills and Leith mill-dam-head, to no use or purpose there ; but for great use and good purpose will fill that canal to the brim, and the banks cast up on both sides, where the ground is lowest, will keep all in, and prevent its running off, and in rainy weather it may be suffered to run off when too full, into its old channel again, or through the sand into the sea, or into the harbour ; or by opening a sluice at a convenient place and time, it would clean the harbour, and remove the bar to a further depth in the sea. This canal being always full, by being kept up by its banks and a sluice, so that the action of the Sun cannot (as some alledge, for objections sake) impair it in the least, more than the North-Loch has been ex-hall'd by it, time out of mind, by being kept up with its sluice ; moreover in dry weather, another supply of water is foreseen to be added, viz. all the waste water from the clean water cistern at the Castlehill, which runs waste every Sunday down the South-side of the street, when it comes to the beginning of the new North-street, may be made to run down that Street ; and all the water that falls in rain in that district, at all times, will fall into the canal ; yea the whole water in that district of the North-loch, may easily be lifted up, according to the hypotheses of the fire-engine, by the small charge of a few load of coals, which, by the said new Street, would fall into the canal in that low ground, sufficient to form a standing canal there of itself, without further aid.

Now that its own garters may bind up its own hose, or as a treasure or vein of silver found out in the same ground, which will pay all the cost. Consider, That, on this canal, one hundred ton of goods, in one two or three broad bottom boats from Leith to Edinburgh, may be brought and landed on the said new Street, and so from Edinburgh to Leith, and landed on the shore there, at the ship side, and we shall allow at 20 shillings sterl. (for a boat can be hired from Leith to Kinghorn for 5 s. a voyage) ; yea, we shall allow 10 s. more for boarding and landing, &c. Now the present rate of cartage between Leith and Edinburgh, by Act of Council, is two pence the hundred weight, which is 40 pence the ton, which in an hundred ton is L. 16 : 13 : 4 from which subtract the said 30 s. there remains L. 15 : 3 : 4 each

each lawful day, allowing 100 ton to be carried up and down in a day, which we may very well do, considering what merchandize, furniture, baggage, equipage, timber, stones, lime, sand, coals; besides persons and passengers, which in 313 days, the working days in a year, amounts to L. 4747 : 3 : 4 of neat gain in a year, to which account may be also added L. 438 : 4, which is L. 5185 : 7 : 4; and that considering the persons that pass in the Stage-Coaches, at 4 d. a piece, a great many more will pass at one penny a piece, yet we shall only reckon the present number of 12 up and 12 down in an hour, at one penny a-piece, which will for 14 hours amount to 2 shil. an hour; which, from 8 in the morning to 10 at night is 14 hours, will make 28 s. a day, which for 313 lawful days, amounts to the foresaid sum of 438 : 4 s. yea, to set up an half hour Stage-boat, the same might be doubled, which aggregate sums of L. 5185 being right calculate, both in numeral and political Arithmetic, as I think it is, let any who will be pleased examine it; for they will certainly find it not to be exagperate or heightened; but rather to be possessing the lower room, yea, considering, that persons of all ranks and conditions, passing up or down, carrying any small bundle under 14 pound weight, will rather chuse to pass this way for their penny, than tugg up and down with it; and persons in wind or rain, or at night, with money or not, will chuse it; yea, thereby might be contrived a most useful and expeditious penny-post, between Leith and Edinburgh every half hour, for letters and small bundles, at the two boat houses in Edinburgh and Leith. But there is yet a further improvement of this canal, that when this is done, as above said, and the profit thereof annually appearing, in a little, time a fund will arise out of itself, without any mortgaging, or borrowing, to effect this improvement and pay all the cost of it, which is, that this canal brought the length aforesaid, it may be made easily to communicate with the salt water in the harbour. In this manner let there be a branch or arm of water taken off from the fresh water standing canal, and carried in thro' the timber bush, where there is room enough to erect a water-gate and lock, just so large as to receive in, a broad bottom'd boat or lighter between its two doors or gates, at every full sea; and by the means of that contrivance and device, be lifted and buoyed up from the

the lower salt water, to the higher standing fresh water canal; and from thence freight to Edinburgh, without ever touching ground till they come there; and, at every high water, as many of these lighters may pass and repass as the time of high-water will allow, and at other times, the fresh water canal alone will be sufficient. Now having the canal plentifully filled with water, let us see, how it will be as plentifully filled with trade and business; there may be added to the former class of business, viz. goods and passengers concerning our *passive* Trade, or the city's own consumption, all the transport goods by land carriage in the waggon, from London, York, Leeds, Newcastle, Glas. &c. and are unload in Edinburgh; all the goods therein directed for Leith, and the whole North-country, will pass here; also all the lead from the Lead-hills for export, will pass this way, the road being so shortened by the two bridges, they will pass through the midst of the city, or by the Barefoot-slop-road to Round-court, and not go so far about as they do; and a ware-house nigh to the quay of the canal, (N. B. The Edinburgh weigh-house may be here), to receive it as it comes in at different times in the Summer, and when gathered together here, and the ship ready at Leith to receive it, then boated and brought down in the lighter to the off-side of the ship, and shipped in an easier way than hitherto has been done; also considering the present great demand of stones, for paving the streets of London and Westminster, which the Calton-hill can plentifully furnish, being contiguous to the canal, can be transported easier here by the same, than from any place in the whole country, and the Calton-hill being the property of the city, it will be double advantage; and again, considering the business of the glass-houses, they may have their bottles transported a great deal cheaper and safer than before, as also window glass, and all sorts of earthen ware; for example, two gross of empty bottles, or one gross of full bottles is on trial, found to be about 500 pound weight, or one-fourth of a ton, and is portable by two men, in a suitable carriage, by chair-poles or sling and ling, the common price therefor is a penny a dozen for empty ones, and twopence a dozen when full; and as the present custom, is carried in creels on men's backs, now can be carried in the canal much cheaper,

cheaper, and safer, viz. 500 weight is but 10 d. for the boat, and canal, 2 d. the lift from the glass-house or cellar to the boat, and 2 d. the lift for delivery, so the former price being 2 s. they paid therefor; so by this way they pay only 14 d. which is 10 d. cheaper than formerly for the same work, and is done more expeditiously, and safer by far, and the one half going to the canal, shews how the fund arises, and will do much more so in many other cases.

Now this is so far as concerns glass, earthen-ware, or such brittle tender or hazardous goods, in providing for their safety, as well as cheapness; but for all other sorts of goods, a suitable wheel-carriage adapted to the ~~use~~ and form of the New Street, can be more easily managed, and serve very easily for all the purposes of delivery.

So, having clearly enough demonstrate the affairs concerning the canal, according to the order and method above said, shall now treat of the Bridge or new North Street, and how it may be accomplished, easiest, cheapest, and in the best manner: And, in order to demonstrate in the most satisfying and clear way, shall draw out a small chart or plan of the ground through which it is to pass; and seeing the work is begun, in a way not agreeable to the best and cheapest way, shall exhibit the line they are now taking, and begun with, and also the line that is agreeable to the way that ought to be taken, to accomplish it in this proposed manner; and compare the two together, in order to make a right choice, and shall call the one the crooked or angular line, and the other the streight or meridian line, as it happens to be the very meridian of the city; so that this street shall be the gnomon of a spacious and beautiful sundial to the city, the one angle or corner of the street to serve for the Forenoon, and the other for the Afternoon.

Now, the crooked line, as it terminates in the face of a steep brae, in its first angle, on the west of the Orphan-house, it destroys the design of a most beautiful prospect and vista of a streight avenue, which otherways we would have had preserved, for the beauty of the city, by following out the streight line. For this streight line terminates no view, but reaches all the way to Leith without interruption, or being turned off by angles from its designed object; again the crooked line leads through the mire of the North-loch

North-loch to found the work on bad ground, at ten times more expence than is needful, or ought to be, where, and when no pillars or arches of a bridge are in the least necessary or useful, but to heighten the expence above all reason. Now, the streight line passes over no such bad, wet and miry ground, but through such dry and firm ground as is fully sufficient for the work, and where there is no need for digging, removing, or casting one inch of bad ground for foundations, far less driving piles brandering with timber planks, or laying one stone great or small thereon; for all the materials for this work, in raising up the low ground, as they are laid down, will found themselves of their own account without more ado, on a foundation broader, closer, equaller, safer, cheaper, and every way better for the purpose, than the way they are taking in prosecuting this their crooked line, in going so far about, and climbing too high upon the opposite hill, or cutting so immentely deep, thro' such high ground, and to no purpose: For access to the high ground is to be had better another way, as is demonstrate in the engraven plate, which does more than double the expence; for now, in the streight line, all the low ground between the two ports or arches, A. B. in the plan is to be filled up with redd, rubbish and earth, as high as you please, and a super-abundance of that is to be had on the spot to answer that purpose, and that for nothing, and less than nothing, we say less, on account of foreseeing the great quantity of redd and rubbish, that will be at taking down Cap and Feather Land, and perhaps the East-gavel of Miln's Square, and also Mrs Newbigging's old houses, and others there, that are proper and necessary to be taken down; which redd and rubbish, if not used here for that good purpose, behoved to be carried out of the city, at a considerable expence for cartage, which will be all saved by being made use of here to such good account, as to save the expence of stone, lime and mason-work: For what proportion of cost is there, between 1000 tun of earth, redd and rubbish, and 1000 tun of stone and lyme, the one got on the spot for nothing, and the other brought from a-far, with the charge of cartage, and prime cost at the current price, or between a barrow-man's wages and a mason's, especially, considering that the first will fill up more ground at their work in one hour, than the other will

will do in a whole day, and the work as well done, and more beautiful, for posterity to behold a great stone Bridge with so many large arches, and no river to pass under, but a small stripe, with a gutter that a child may step over, would be sufficient to carry off, and built at a great expence? They might say, to what purpose was all that waste of money, when the low ground might have been as well made up with itself from the higher, just contiguous, and both would be equally benefited, as far (as we shall show hereafter, in its place)? will not a green slopping bank on each side of the raised up road, all solid earth, planted with ornamental trees, and a terrass walk or road interspersed, look more beautiful than a high perpendicular stone-wall, frightful to the eye to look down from, and more to imagine a fall from; or would it not be more pleasant to the neighbourhood on the east, to be screen'd from the violence of the west wind, which usually blows hard down that Strath of the North-loch; but would be greatly augmented by blowing through the arch of a Bridge; and so likewise, these on the west, to be screen'd from the malignity of the east? and, were it not for the preserving the road along the north side of the city, all along to the dung-port in Leith-wynd, there need be no arch or pend there either; and so likewise on the far end, next the Orphan-house, for preserving the opportunity of a road there, which we foresee to be useful there, in some time after; and besides these two ports, there is no need or use for imitating a great river Bridge with pillars and arches: but to fill up the intermediate ground close and solid on its own foundation, broad and equal, which it makes for its self in being emptied out of the carriages over the top of the two forementioned arches, it will form itself all along till it meet in the middle, and so will the work be compleated: Whereas, before they raise their work, according to the crooked line out of the deep mire they are puddling and building in, to the height of the ground where our work is but only to be begun in the streight line method, it will cost more money, in bringing it to that height, than will finish and compleat our work, and yet they are only but to begin; again the crooked line in its progress runs to the top of the highest ground, at Mrs Moubray's house, on the hill top, whereby there will be
such

such prodigious deep cutting of ground, as will be a shame to see, there being no necessary cause thereof. For this high ground must be cut; so that all that is above the horizontal line or level of the Bridge must be removed, and not only so, but as much below it as the street dips in its progress, otherwise the water channel of that Street will run back towards the Bridge, contrary to the design of the work mentioned before in the preceding plan of the canal; and moreover, the extending the crooked line, so as to come out towards Piccardy, or to run through any part of Cleland's Yard, would be an idle ascending one brae, in order to come down another, and climb a third, whereas the following out the streight line, which runs through no such very low ground, as the dirty soft ground of the Loch, nor such high ground, as requires such extravagant cutting and expences, but through such as Nature has levelled to our hand, only requires a little art and pains to polish, to fit our purpose; so all these inconveniencies would be prevented. Lastly, This method of following out the crooked line, is prejudicial to the connection of this New Street, with the foresaid canal; for these two, *viz.* the end of the New Street, and the beginning of the canal, must meet exactly together, by the Street commencing at the end of the Calton, and not at or towards Piccardy; for otherways it will be destructive of the gain and profit that arises by the canal, and the usefulness of the New Street for that purpose, as is already fully demonstrated; and also the foresaid partial supply of water from the reservoir, the rain from above, and the water raised from the Loch, as above said, which this Street conveys into the canal, would thereby be defeat; and to counteract this defence, would be a greater prejudice than all the amount of the said Street, and especially considering, that it can be done for less, than the one half of the money it will cost in doing it otherways; so that the altering this course of the crooked line in the plan, to the streight line therein demonstrate, would rectify the whole affair in the beginning, which seems to be absolutely necessary; and as the canal and the benefits it produces, by the business transacted thereon, as above described, proven to be the very active soul that animates the whole system, every thing that promotes it, ought to be principally

principally regarded. Now, it remains to answer a few objections, which some are pleased to make, viz.

That the orphan-house, standing in the middle of the straight line, it would be too expensive to purchase it, in order to remove it out of the vista of the avenue : For answer, if they let it stand, the road, in the mean time, may go in a semicircle round it, till the time come of placing the orphans otherwise, as below is said ; for here it is to be observed, that, from this rising ground in the rope-park, on the north by west, is to be taken, the earth to fill up the low ground in place of pillars and arches of stone for a bridge, there will then be a very large and spacious piece of level ground, answerable to the fall of the street passing through the middle of it, which will be a very proper place, which may be built upon in a round circular form, and may be called Round Court ; and from which will issue all other roads, such as the road to the high grounds in Barefoot's parks, slenting along the side of the brae, as you see in the plan at DD, and a road to the high ground at Clelland's yards, or thereabout ; all which roads will be ascending north or westward, and dipping to round court, and the main bridge-street there, which is the only dipping-street all the way ; so that all the water-channels in these roads will fall into the main bridge-street-channel at Round Court ; and so by it into the navigable canal, and be a continual supply of overflowing water, to keep the canal full at all times and seasons in the year ; so this street will be the only one for carriage of all sorts of heavy carriages between Leith and Edinburgh, either up or down by land or water. But here shall beg pardon for indulging a little fancy or invention, to contrive a piece of ornament for this place, that, when the orphans are removed to one of the wings of the charity work-house, which the good Town is obliged to build sometime or other, for finishing the said house, and can never be done in a more fit time than when the orphan-house will pass in exchange, and the orphans better served elsewhere ; so will the foresaid objection, as to the expence of purchasing, be fully answered, when it is had as it were for nothing. But to proceed in the invention of a proper ornament in place of the said house, Let there be built a large arched port at the north-end of the bridge, just above the low arch formerly mentioned, for preserving

preserving the road intended to be made all along the low ground on the north side of the loch, from the turnpike road at the west-kirk brae-foot, to the post-road at the water-gate, foot of the Canongate; and, on the two pillars of this arched port, a pedestal for two handsome figures, were it such as the gladiator at Newbattle; and if on their shoulders a pair of wings half-extended were affixed, would be an emblem corresponding to the cherubim's appearance at the eastern gate of old Eden, our city's name-mother; and if in the middle a serpent or dragon killed, at which their sword were pointed, would be no improper device; or if a George killing the dragon, which is the device in the armorial-bearing of the present arms of Great Britain, and would be a proper emblem corresponding to George III. the true and present best patron of these kingdoms, killing the dragon indeed, quite dead, in reconciling the Whig and Tory in his auspicious and blessed reign. So begging pardon for this digression, shall now proceed to the objection Mr Maitland made when this piece of ground for the canal was shewed him on the spot, in a frosty day, tried the levelness thereof on the surface of the frozen water standing there; yet he still objected the want of water sufficient; so that he did not insert it in his history of Edinburgh, as he was desired: So, to satisfy objectors of this sort, we have been both particular and full to shew a collection of water superabundantly for that purpose, which may satisfy every person who will consider it, in what is already said on that article; yet we shall shew an additional and very great supply; and that not only for it, but for a great many other valuable purposes; but this falling in naturally in answer to the next objection, we refer it to its own place there.

It is objected by some, that these saving and gaining proposals, come too late to prevail, to alter the line and method of procedure already begun, and one of the pillars founded accordingly, at a great expence, and shall all this labour and expence be rendered useless? We answer, No. For this pillar is convertible into a very great use, and is a part and member of this gaining and profitable canal, as you will see in the preceding page 13 line 27; so no part of this expence is lost in this case: and to say that it comes too late, cannot be said, when we duly weigh the more than

one-half of the saving on the bridge-article, and the great gain on the canal-article, even such a gain as will pay the whole charge of both, and leave a balance when all is done, as a standing annual fund for further improvements: so it is humbly conceived all objections to this saving and gaining scheme will cease; and against next Spring, the work going on in the right way; and against Whitsunday, cap and feather land taken down, and the rubbish thereof, and all other parts of the city thrown over the arch founded on the New-port, still advancing till they meet in the middle, with the earth thrown over the foresaid arch at the other far-end; so will the bridge be finished in a more expeditious way, cheaper, closer and more solid, than all manner of pillars, arches, &c. and as for the stone-pilar already founded and a building, let it sustain and bear upon its top a cistern as large and square as its self, or four times as large, if you please, to make it of timber, projecting its top every way, into which, by the hypothesis of the fire-engine, with the expence of a few loads of coals, may be thrown up all the clean water in the north-loch-district, from time to time, which, washing down the new declining street, will fall into the head of the navigable canal, and be a further constant supply to it, as aforesaid; and not only so, but be of unspeakable benefit for innumerable other uses to all places or persons on or below that level. And *lastly*, about autumn, when the corns are off the ground, to set to work a company or two of soldiers, with their mattocks, spades and shovels, to cast the ground in its breadth, depth and length, with his banks in the lower ground on each side for the canal, which, as being the money-finder, the sooner it be done is so much the better: All which is hoped to be seen done.

Another objection is, That the carrying the crooked angular line at present through Cleland's yards toward Picardy, favours the access to the high ground, where there are so many acres allotted to build upon; but it is demonstrable, that it rather bars that access, and renders it more difficult, but too long here to insist upon, but can be better done on the ground with any proper judge, and it is so far from favouring any valuable or profitable purpose, that it mars and spoils the most valuable purposes of the whole affair, *viz.* The shorter and easier access to the city for all
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sorts of carriages and passengers, both by land and water; and that the straight line proposed in place of it, is productive of far better encouragement for building on either high or low grounds contiguous to either land-road or water-canal.

Some propose to build houses on both sides of the new raised up ground for the Bridge-Street, but how extravagant and idle would it be, for 1β , they must not encroach one inch on the given breadth of the Street; so they must have one half-breadth added to each side, for the two side-walls of the houses and breadth of the house within, which will double the cost. Again, it would be quite idle to found on new ~~ground~~ or pall, plank and brander, or such like, when a firm old foundation is to be had for nothing, on the ground from whence all the earth is removed, for raising the Bridge-Street, just contiguous; ~~this would quite~~ counteract the frugality and oeconomy of the whole undertaking.

And, no doubt, the consideration of this saving, gaining and every way profitable scheme, will the more incline our monied men and loving patriots, to advance what money may be wanted, until the work be forwarded, seeing the work itself in its progress, the more speedily, is fully able, so soon, to repay the cost thereof, and to leave so good a balance behind for further improvements in time coming, as said is; and, as there are a great many improvements depending and waiting in a connected series therewith, these shall be the subject of another essay, hoping also to be able to exhibit it in as easy and cheap a way as this is; and if any shall do it better, and more frugally, they certainly will deserve well at their fellow citizens hand, and be suitably rewarded therefor; and so shall congratulate their success and happiness therein. And considering the heavy debts contracted in the course of the former laudable improvements, and the last proving not so profitable as was well intended, yet may be easily amended in a cheap and profitable manner, and another public work standing this long time unfinished, may yet be finished in a far more easy and cheap way than was first projected, or the rest of the work was done in; but both these, with some others, are referred to the after essay, as said is, and until it is seen how the contrivance
and

and frugality of this is accepted : So shall conclude in the words of our most gracious Sovereign from the throne : " That these debts contracted call for the utmost attention, and the strictest frugality." And, it is here again to be observed, That it is inconsistent with this frugality, to contract or agree with any person, by estimate, for a certain sum of money to do this work, when the city has, of their own property, such a superabundant quantity of all materials, stone, timber, rubbish, earth, &c. sufficient for all the work ; so all these are furnished for nothing. And as for wright and mason-work, there is no occasion, except for the two ports for the two roads aforesaid, which can be done on days wages, and accompt kept thereof. And when there is such difference of estimate of thousands of pounds, why should the public money go to a private use, as they might expect by the bargain ; or, on the other hand, why should the public enjoy benefit to the hurt of a private man ? it is both wrong and dishonourable. So that the citizens themselves, by their Magistrates and Council, under the inspection of careful overseers, are the most proper undertakers for such work themselves ; and have no need of cautioners for thousands of pounds : For the money could be issued out weekly or monthly to the Overseer, to pay the men every week ; so that there could be no risque of losing or misapplying one penny, and there may be found such lovers of the city's interest and honour, as would take great pleasure in surveying and overseeing the work done, according to the given and agreed on plan, would not such as the compiler of the Plan be a proper hand therefore, if his time and business coincided ; and that for any small and reasonable allowance, and be accountable for any transaction therein weekly, every week being surety for another.

Would not such a method be both a saving and reasonable way of procedure.





EXPLANATION of the PLATE.

A. THE foot of a steep brae, where the first pillar or cheek of the arch of a Port, to preserve the road there, from the Castle-Hill to the dung-port, and no wider than the said Street or dung-port there, and the other pillar or cheek to be founded just at the present New Port there, carried up with the said pillar should be a Turnpike for an entry of communication betwixt the high and low roads, and the like or just such another at the far end, to preserve the intended road there, which will reach from the Turnpike Road at the West-Kirk to the Post-road at the Water-gate, foot of the Canongate.

A. A. Between which, is all the low ground to be filled up for a **B. C.** Bridge-Road, Round Court in Roperie-park, from whence is to be taken all the earth, rubbish, stones, &c. sufficient and more, to fill up the ground as high as is needful for a Bridge-street; and if a stone quarry should be found, it is not a-miss; but especially a Turnpike built up here, for a convenient and useful foot-passageway to all the higher grounds, which will be a well-frequented passage, for all back burdens, to and from the Water-side, and Newhaven.

D. D. D. The horse, coach and cart-road, sloping along the side of the high ground, from the Turnpike-road at West-Kirkbrae-head, to said Round Court, where all the roads do meet: and this road will communicate with all the roads from the west of Scotland, Queensferry, Stirling-Bridge, Glasgow, Dumfries, Moffat, &c. &c. So that all carriages from thence, arriving here, will with equal ease, pass to Edinburgh or Leith.

1. 2. 3. Three different methods, whereof one may be chosen for a short cross-passageway on foot, with or without a burthen to the opposite side on the high ground from the very middle of the city, where there are ten several entries to the said cross-passageway.

E. E. E. Cleland's yards and house **F. F.** Mrs Moubray's house and parks, which is the highest of the ground.

G. G. The Herb-markets; **H.** Mrs Newbigging's house; **I.** East-part **K.** of Milln's Court, Cap and Feather Close and Land; **L.** Hart's Close; **M.** Hackerston's wynd; **N.** The Royal Exchange; **O.** Advocate's Close, **P.** Roxburgh's Close, **Q.** Don's Close, **R.** Warriston's Close, **S.** Mary King's Close; **T.** Allan's Close; **W.** Craig's Close; **X. X. X.** The North road to dung-port in Leith-wynd; **Y.** The Trinity-Hospital; **Z.** The College Kirk; **a, a.** Leith-wynd; **b, b.** The Calton; **c.** Beggar-row; **d, d.** Leith-walk; **e, e.** The canal to Leith; **f.** The salt-water branch, with the Lock or sluice, to communicate with the water in the harbour, every full sea; **g, g.** The fresh water standing canal, which ends on the shore; **h, h.** The harbour and shore of Leith; **i, i.** The new key; **k, k.** North Leith; **l, l.** The Citydale; **m, m.** Leith-mills; **n, n.** Bonnytown-mills; **o, o.** Bonnytown-dam-head; **p, p.** The mill-lead there; **q, q.** The present water-run from Edinburgh; **r, r.** North-Leith timber-pier; **s, s.** The stone-pier there; **t, t.** The Cannonmills; **w, w.** Leith-river.

